

***AF R-TOC PILOT PROGRAM***  
***C/KC-135***

**Deputy C/KC-135  
SPO  
Mr. Jack Srnec  
OC-ALC**



# *Overview*

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- **C/KC-135 Demographics**
- **Total Ownership Cost**
  - Drivers
  - Impediments
  - Strategy



# **C/KC-135**

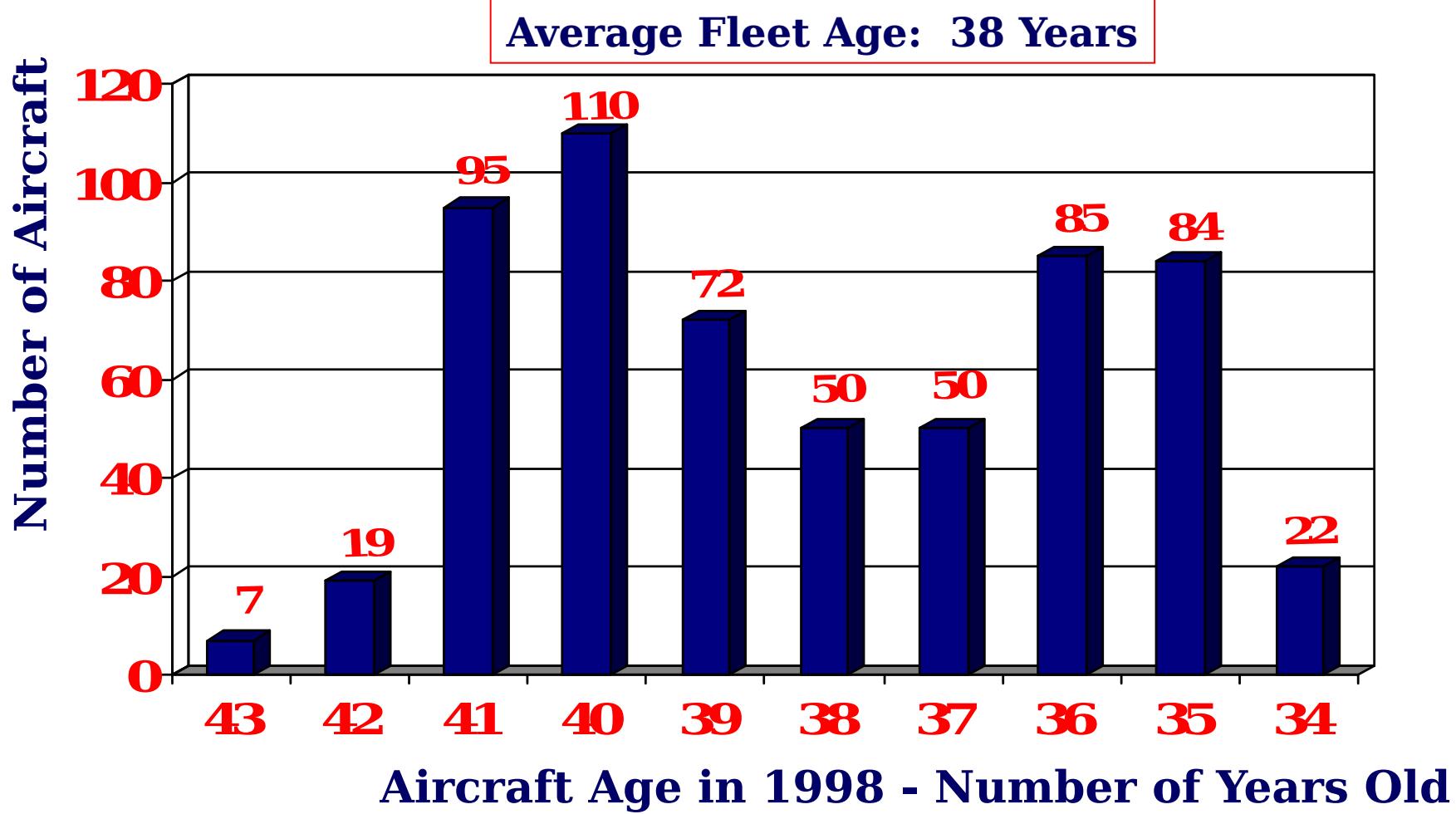
## ***Program Description***

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- **Fleet**
  - **Average Age 38 Years**
  - **594 Aircraft (548 Tankers, 46 Special Purpose)**
  - **23 Different MDS**
  - **36 Locations Worldwide**
- **Customers**
  - **8 MAJCOMS**
  - **4 PDM Facilities**
  - **3 Foreign Military Customers**
  - **NASA**



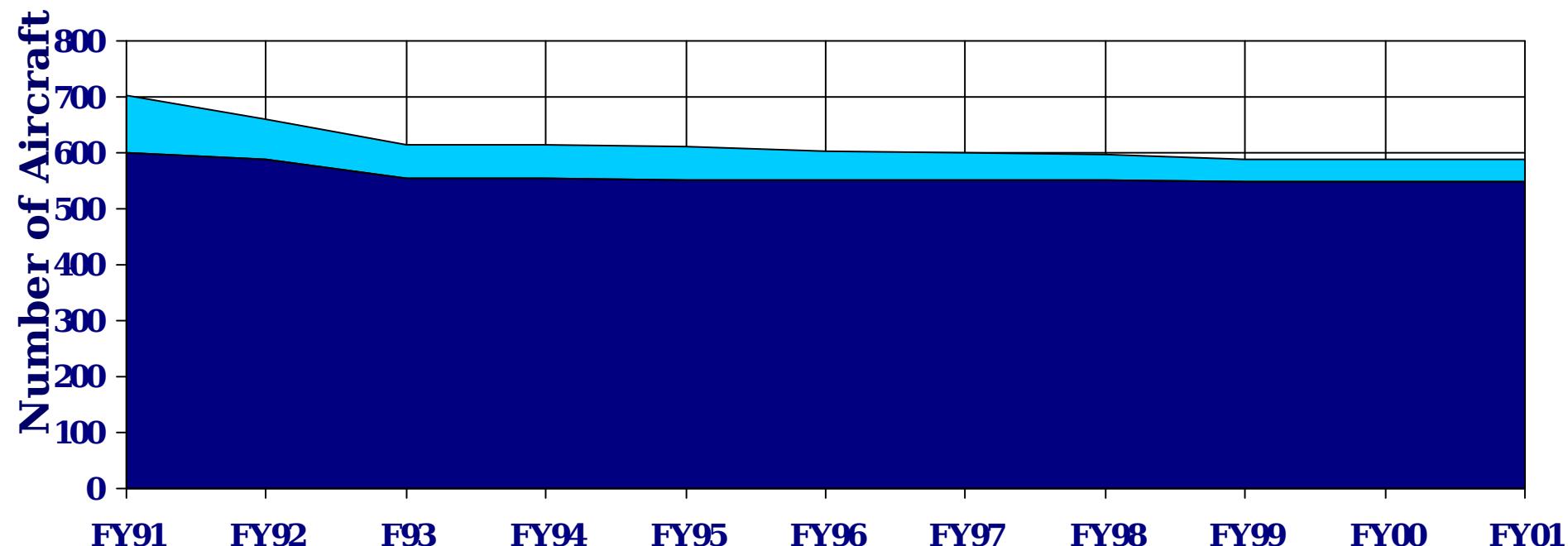
# Fleet Age C/KC-135





# Force Structure

## C/KC-135



	FY91	FY92	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01
Tankers	600	590	553	553	552	552	552	548	548	548	548
Special Purpose	102	70	61	60	59	52	49	45	40	40	40
Total	702	660	614	613	611	604	601	593	588	588	588



# Inventory - Overview

## C/KC-135

### AMC

KC-R  
140

KC-T  
54

EC-N  
1

### EANG

KQ-E 116

KC-R  
TOTAL 104

KG-D 4

C-B  
TOTAL 225

### AFRC

KC-R  
50

KC-E

20

### ACC

KC-R 7  
KC-E 0

RC-S 3

RC-U 2  
RC-V 8

RC-W 8

TC-S 1  
TC-W 1

EC-C 5

OC-B 2  
WC-W 1

TOTAL 38

### AETC

KC-R 24

### USAFE

KC-R 13

### AFMC

C-C 1

C-E 2

EC-E 1

NKC-B 1

NKC-E  
PACAF

KC-R 15

WC-W 1

KC-E 1

ECK 1

KC-R 1

C-E 1

TOTAL 18

TOTAL 18

NASA 9

KC-A 1

### TANKERS - 548

E 136

T 54

D 1

### PRODUCED:

R 808

### ACTIVE:

594

### ATTRITES:

85

AMARC: 88

### GROUND TRNG

10

### DISPLAY:

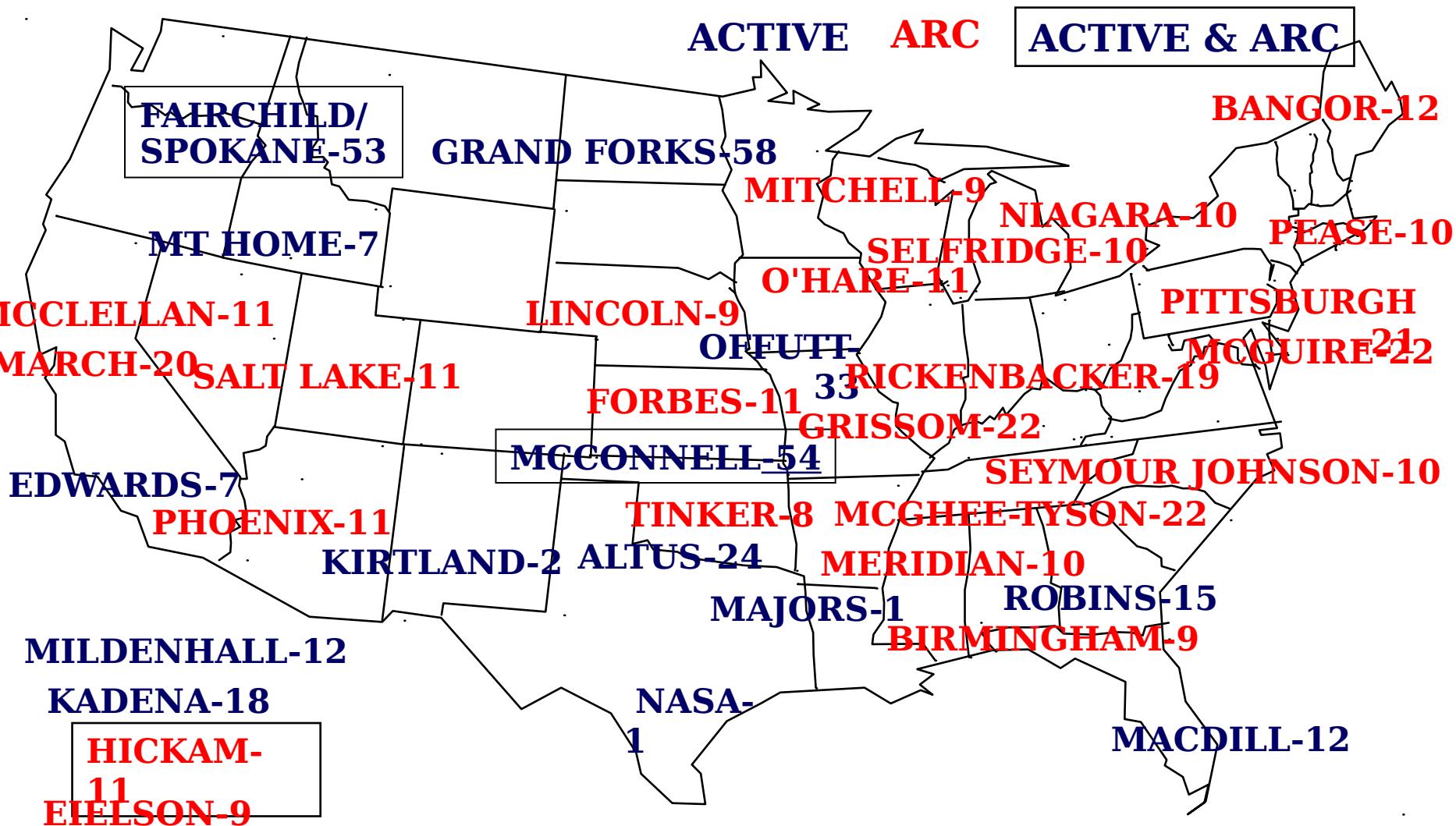
17

### FMS:

France

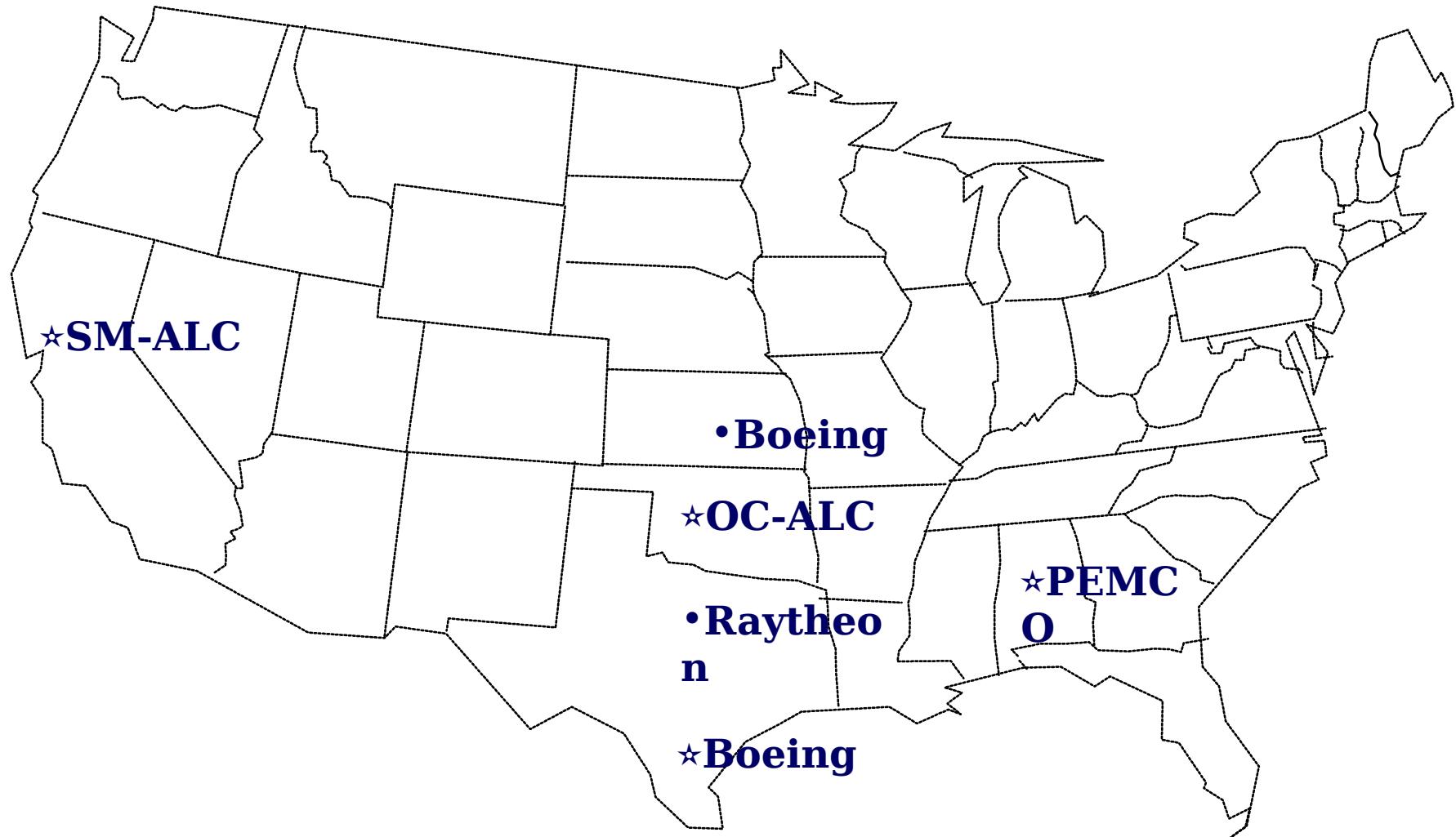


# Basing C/KC-135





# C/KC-135 Repair Depots





# ***Readiness Measures***

## **Key Program Parameters**

	<b>STD/ FY98</b>	<b>FY96</b>	<b>FY97</b>	<b>FY98</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>
<b>MC Rate (%)</b>	<b>79%</b>	<b>80</b>	<b>80</b>	<b>78</b>	<b>78</b>	<b>79</b>	<b>79</b>	<b>79</b>	<b>78</b>	<b>78</b>
<b>TNMCS Rate (%)</b>	<b>12%</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>
<b>TNMCM Rate (%)</b>	<b>15%</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>10</b>
<b>CANN Rate (%)</b>	<b>15%</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>12</b>	<b>N/A</b>

**STD = Fleet Weighted Average**

**MC = Mission Capable**

**TNMCS = Total Not Mission Capable**

**Supply**

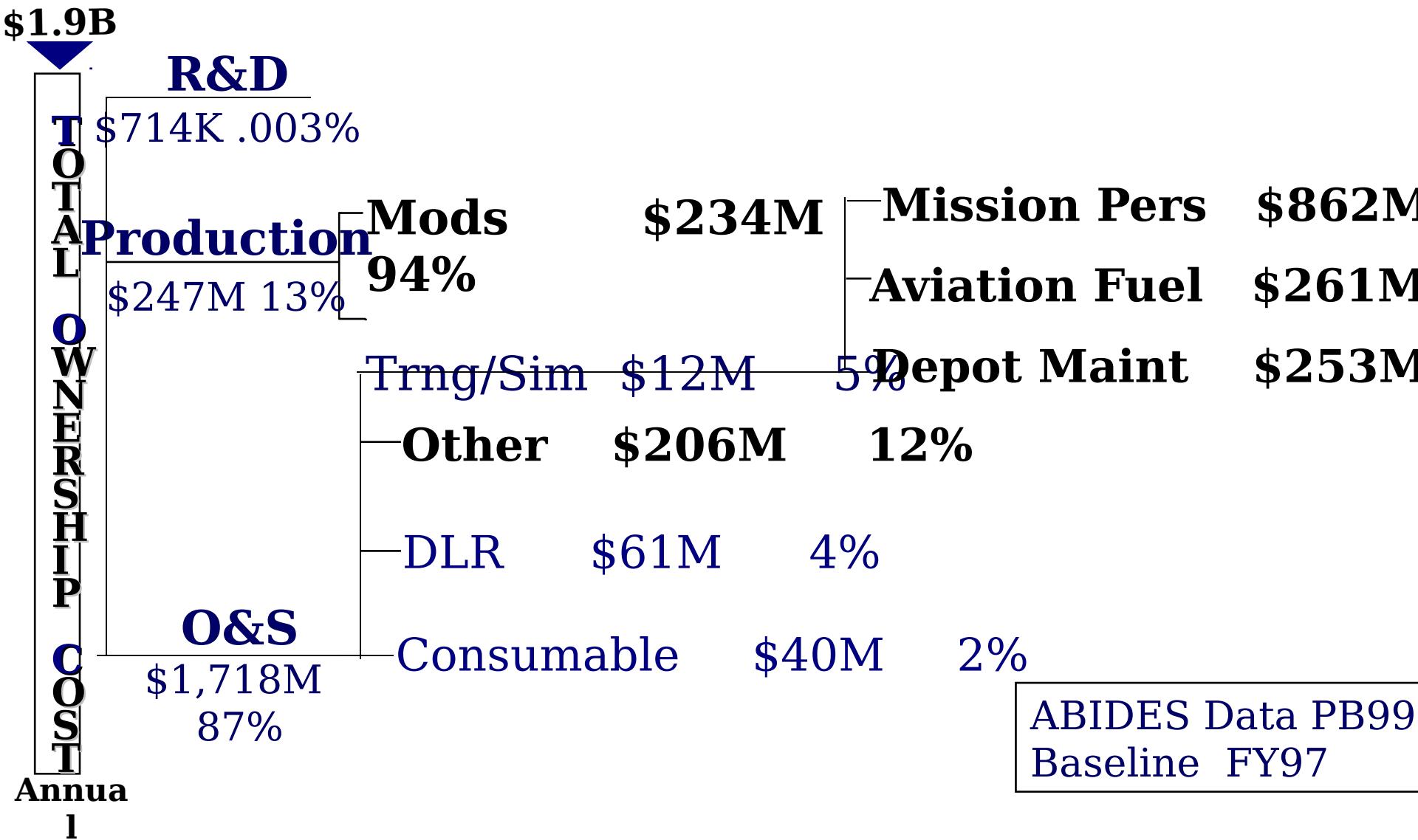
**TNMCM = Total Not Mission Capable**

**Maintenance**



# C/KC-135

## Total Ownership Costs





# ***Cost Drivers of \$2B Annual TOC***

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- **Quantity of Aircraft and its Missions**
- **Mandated Operational Capability Increases**
- **Sustainment of an Aging Aircraft**
  - **Modernization Investments**



# ***Impediments to Controlling C/KC-135 TOC***

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- **Mandated Operational Capability Increases**
  - \$1.6B
- **Investments in Modernization**
  - \$800M
- **Sustaining An Aging Aircraft to 2040**
- **Adequate Cost Information**



# *Mandated Operational Capability Increases*

- Keep Aircraft Viable in Worldwide Flying Environment

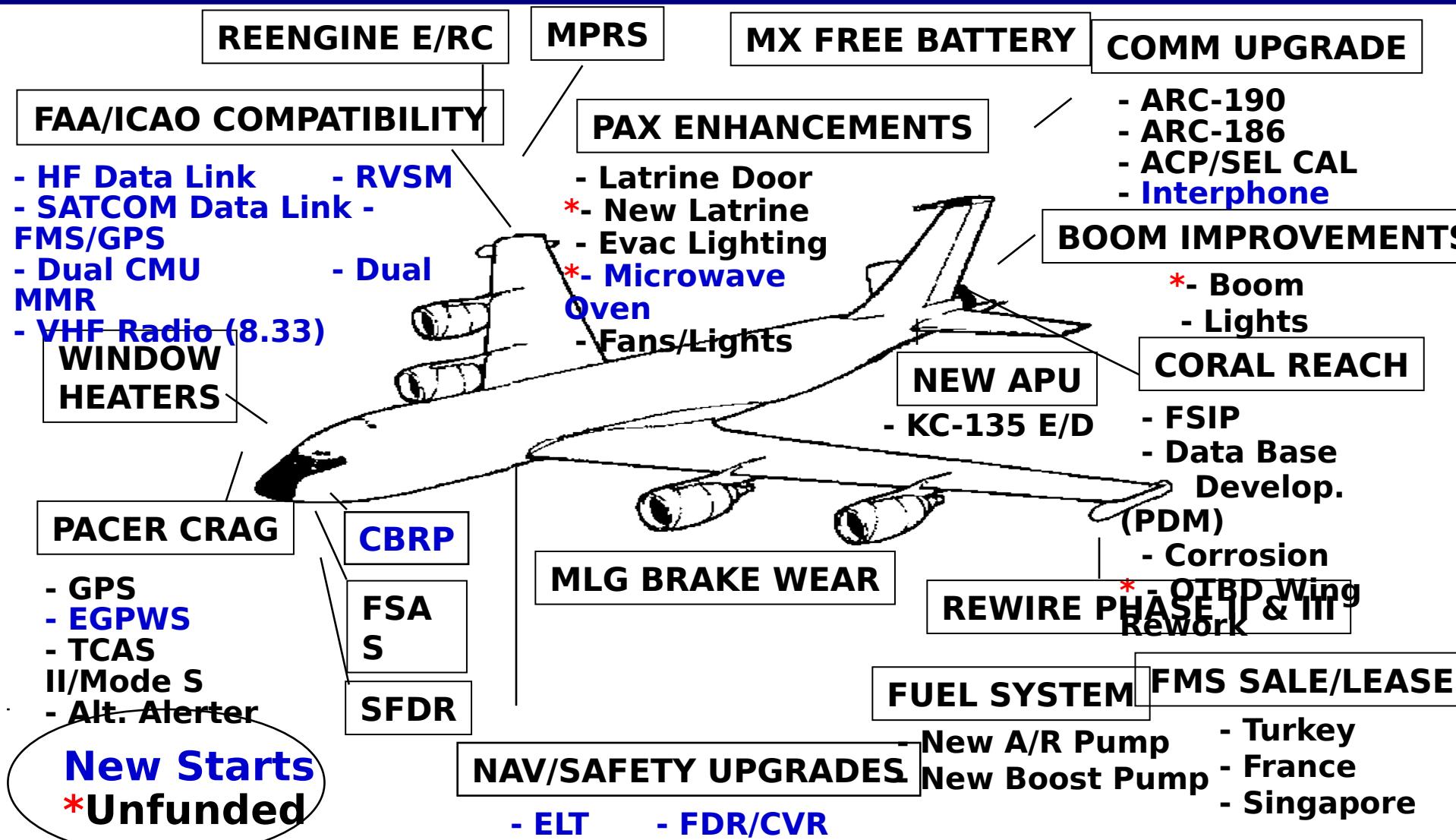
## Cost (FY96-05)

- Navigation - GATM, RVSM \$1.1B
- Safety - TCAS, EGPWS, Nav Safety \$367M
- Multi-Point - Navy, NATO  
\$178M

**TOTAL INVESTMENT COST  
\$1.6B**



# -135 Modernization





# ***Investments in Modernization***

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                 |                                |                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|--------------------------------|---------------------------------|
| <ul style="list-style-type: none"><li>• <b>Pacer CRAG</b><ul style="list-style-type: none"><li>- Navigators being removed</li><li>- 39 LRUs Replace with 19</li></ul></li><li>• <b>Coral Reach</b><ul style="list-style-type: none"><li>- C/KC-135 Sustainment Master Plan</li><li>- Safety</li><li>- Cost Per Flying Hr</li><li>- Aircraft Availability</li></ul></li><li>• <b>Re-Engine 407 Aircraft Compl.</b><ul style="list-style-type: none"><li>- 7 Funded</li></ul></li></ul> | <u>FY98-02</u><br><b>\$670M</b> | <u>FY97-01</u><br><b>\$29M</b> | <u>FY79-01</u><br><b>\$6.9B</b> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|--------------------------------|---------------------------------|

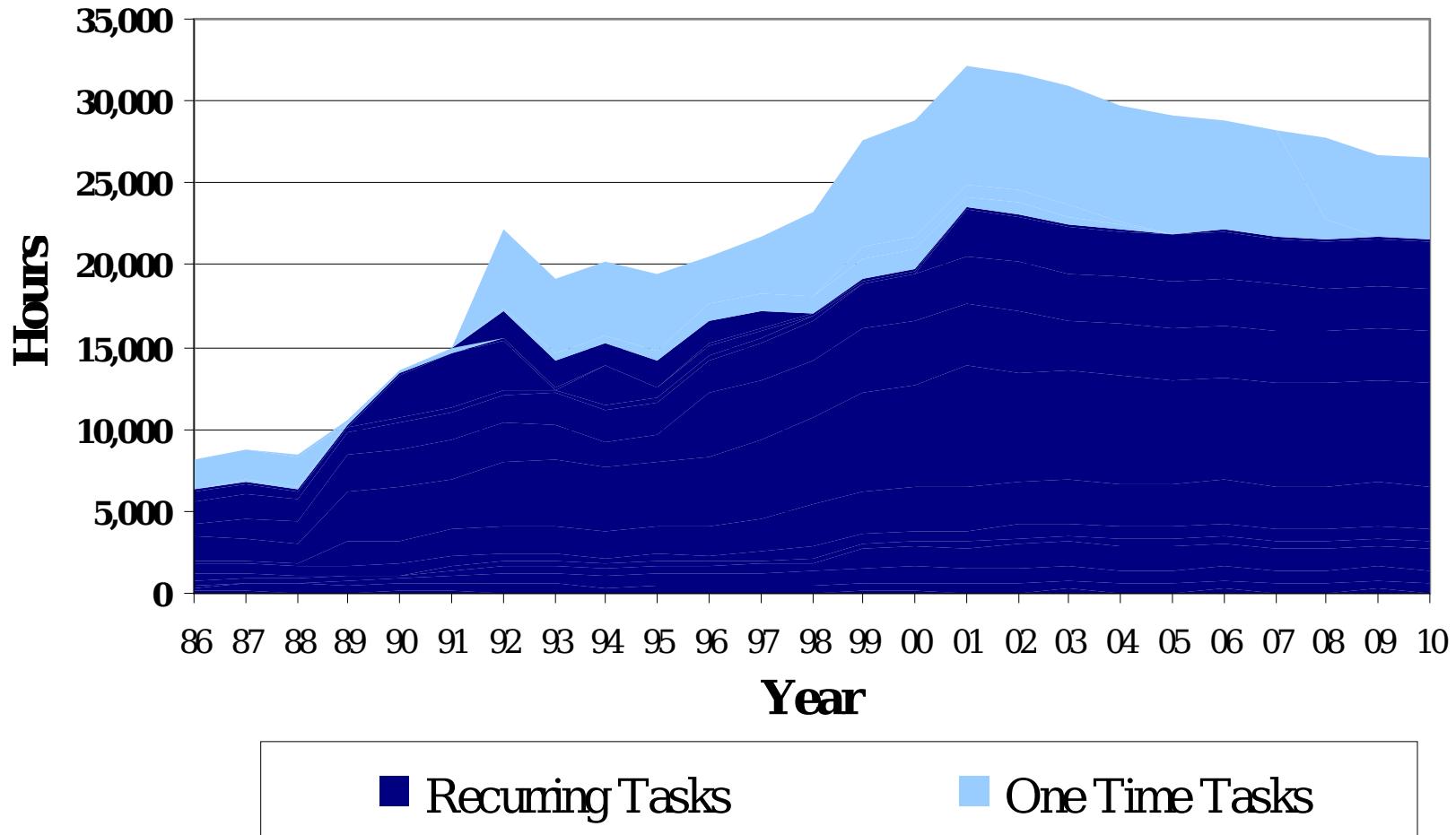


# **Sustainment Program Depot Maintenance (PDM)**

- **Depot Overhaul Ensures a Safe Reliable Aircraft**
  - **Approximately 100 Aircraft Per Year**
  - **5 Year Intervals**
  - **~30,000 Manhours Each**
  - **~\$3.1M Per Overhaul**
  - **Currently Averaging 300 Days**
- **Maintenance Requirements Review Board (MRRB) Controls Cost and Ensures Safety**
  - Chaired by HQ/AFMC - Includes User, Depot and C/KC-135 SPD

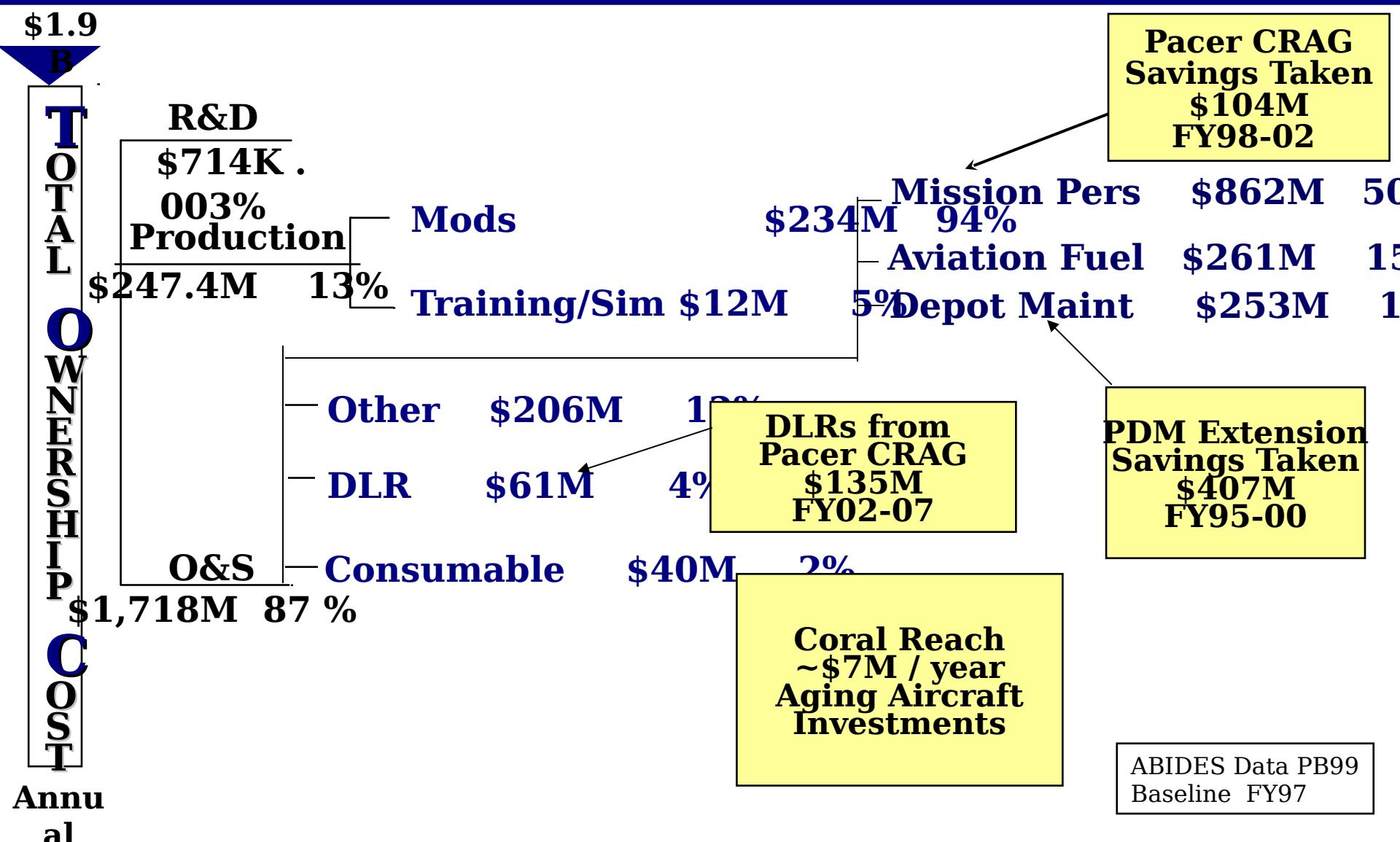


# KC-135R PDM Tasks





# C/KC-135 TOC REDUCTIONS





# **Challenges to Modernization Cost ~~Reduction Effort~~**

- **Dynamic Program Schedule**
  - Complexity in Aircraft Technology
  - Modernization
  - Processes and Tools
- **Additional Mandated Operational Requirements**
  - New Capability (Modernization)
  - Enhanced Capability (International Standards)
- **Projected Savings vs Actual/Proven Savings**
  - Proof of Actual Savings



# ***OC Strategy to Maintain Fleet***

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- **Continue Modernization and Maintenance Actions**
  - Acquisition Reform
  - Warranties/Increased Reliability
  - MRRB Process
- ***Aircraft Structurally Sound thru 2040 with Proper Maintenance***